



January 12, 2022

Hingham Planning Board
Attn: Emily Wentworth, Community Planning Director
210 Central Street
Hingham, MA 02043

RE: 213-215 Cushing Street, Preliminary Flexible Development Plan
Response to Vanasse & Associates Inc. Peer Review Letter

Dear Emily and Members of the Board;

This letter is being submitted in response to the supplemental peer review comments provided by Vanasse & Associates Inc. in their Traffic Engineering Peer Review letter dated October 29, 2021 for the proposed Flexible Residential Development Project at 213-215 Cushing Street in Hingham, Massachusetts. On behalf of the Applicant, Bristol Bros. Development Corp., Crocker Design Group, LLC (CDG) offers the following responses to each comment below.

The Peer Review comments provided by Vanasse & Associates Inc. indicated below in standard text with CDG's response in **bold text**.

COMMENTS

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE) for single-family homes, the Project (seven (7) new single-family homes) is expected to produce 88 new vehicle trips on an average weekday (44 vehicles entering and 44 exiting), with 7 to 8 new vehicle trips expected during the peak commuter hours. These increases would not result in a material increase in motorist delays or vehicle queuing over existing conditions. **CDG Response: We concur.**
2. The "Preliminary Flexible Development Plan" (Drawing FRD-3) indicates a roadway width of 20 feet, which is not sufficient to accommodate on-street parking along the roadway and the "Fire Truck Turning Analysis" (Drawing No. FTA-1) illustrates that the 20-foot roadway width requires that portions of the fire truck design vehicle off-track beyond the curb line. A minimum roadway width of 22 feet can be considered if on-street parking is prohibited and off-street guest parking is provided (discussion follows), and a desirable roadway width of 24-feet is recommended. **CDG Response: Proposed roadway width has been revised to provide 24-feet accordingly. We note the large internal one-way loop has been eliminated except for the turn-around at the west end of the driveway.**

3. Section 9. c. of the Flexible Residential Development Zoning By-Law requires that dedicated guest parking be provided “where building layouts or street design do not provide adequate on-street or off-street guest parking”. The 20-foot roadway width that is proposed does not support on-street parking and, as such, off-street guest parking is required for the Project. We note that a minimum distance of 23-feet is required behind perpendicular parking to support parking maneuvers. As such, providing perpendicular parking along the proposed roadway would require a minimum roadway width of 23-feet. **CDG Response: Proposed roadway width has been revised to provide 24-feet accordingly.**
4. Driveways to the residential units should be a minimum of 21-feet long measured between the garage door and the far edge of the sidewalk (edge closest to the residence) where a sidewalk is provided, and 23-feet measured between the garage door and the edge of the traveled-way in locations without a sidewalk. **CDG Response: All driveways have been revised to provide at least 23 feet between back of curb and garage and back of sidewalk and garage accordingly.**
5. Americans with Disability Act (ADA) compliant wheelchair ramps should be provided where pedestrian crossings are proposed. **CDG Response: The revised design includes a sidewalk on one side of the driveway. No formal connections to Cushing Street are proposed and as such, no ADA wheel chair ramps were necessary with the revised design.**
6. Section 10. d. of the Flexible Residential Development Zoning By-Law requires that walkways and bicycle paths shall be provided to link the residential units with the open space and with any parking areas. **CDG Response: The revised Open Space design provides for two sidewalk connections to the open space.**
7. A sight distance analysis (intersection and stopping sight distance) should be completed for the Project site roadway intersection with Cushing Street following American Association of State Highway and Transportation Officials (AASHTO)2 standards and using the measured 85th percentile vehicle travel speed along Cushing Street or the posted speed limit, whichever is higher. **CDG Response: The Applicant has engaged McMahon Associates to perform the sight distance analysis. The results of their analysis will be provided as soon as they are completed, which we anticipate by the end of this week. Please note the Applicant has filed with the Tree Warden for the removal of six (6) trees within the Right-of-Way (4 on the North side and 2 on the South side), to address the minimum sight distance criteria, and was approved by the Tree Warden on January 12, 2022.**

8. The sight triangle areas for the Project site roadway should be added to the Site Plans along with a note to indicate: "Signs, landscaping and other features located within sight triangle areas shall be designed, installed and maintained so as not to exceed 2.5-feet in height. Snow windrows located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed." **CDG Response: The sight distance triangles will be added to the layout plan once the results of the sight distance analysis are completed by McMahon Associates, which we anticipate to be by the end of this week.**

9. A vehicle turning analysis should be provided for a trash/recycling vehicle (SU-30/40) that illustrates that the subject vehicle can access and circulate within the Project site. **CDG Response: The truck turning templates have been updated to reflect the revised driveway design and to address both the Fire Truck and Garbage Truck. Please refer to Sheets C-3.3 and C-3.4 accordingly.**

10. A note should be added stating: "All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD)." **CDG Response: A note has been added on Sheet C-3.2 (Note 11) stating that "All Signs and pavement markings to be installed within the Project site shall conform to the applicable specifications of the Manual on Uniform Traffic Control Devices (MUTCD)."**

We appreciate your time and attention on this matter. Should you have any questions or require any further information, please do not hesitate to contact Gabe Crocker, P.E. at gabecrocker@crockerdesigngroup.com or 781-919-0808. We look forward to presenting the revised preliminary plans and information to the Board late this month.

Sincerely,
Crocker Design Group LLC



Gabe Crocker P.E.
President